

TRAFFIC SAFETY COMMISSION WORK SESSION MINUTES

6:00 p.m., Monday, November 14, 2011

Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

CALL MEETING TO ORDER

Chair Neal Klein called the meeting to order at 6:00 PM.

ROLL CALL

Members

Present:	Neal Klein, Chair	Lesley Woodruff, V. Chair	Doris Brandt	Karl Birky
	Shannon Eoff	Ron Johns	Ronald Sult	James Oravetz
				(arrived at 6:14 PM)

Members

Absent: Dianna Cotter Student Commissioner (VACANT)

Staff

Present:	Chris Bolek, Police Captain	Paul Chiu, Senior Engineer
	Mary Newell, Support Services Manager	Jennifer Nelson, Minutes Recorder

Ex Officio

Present: Mayor Bob Andrews and City Manager Daniel Danicic

Others Present: Tim Potter and Don Jordan

WORK SESSION DISCUSSION

This was an informational work session with representatives from the Oregon Department of Transportation (ODOT) to discuss updates on the following topics:

1.) The Newberg-Dundee Bypass (Phase I – Springbrook Road)

Mr. Tim Potter, Area Manager from ODOT, discussed the proposed Phase I from Hwy 219 to the south of Dundee and the estimated funding package of \$257,000,000.00 discussed in legislation along with an expected \$30,000,000.00 from federal funds and another \$20,000,000.00 of local contributions from communities and counties. In the spring of this year legislature put earmarks off the table and they had to relook at the budget, shortening the Dundee end to reduce cost estimates; he referred to map on board for the layout of the final design being pursued. He discussed looking at Newberg's Transportation System Plan (TSP) to bring it up to date for long term visions and determining traffic thresholds with improvements to Springbrook Road.

Commissioner Shannon Eoff asked if there would be a four-way stop on Springbrook Road. Mr. Potter said they will install signals three lanes wide with a left turn refuge from Springbrook onto Fernwood Road and a dedicated signalized left turn.

Commission Doris Brandt asked when this would take place. Mr. Potter said they would start in the spring of 2014 assuming the funding is in place and they are looking at the decision in March of 2012 to free the gates for the final push towards acquisition of all of the right of way. With the record of decision they will be able to draw lines where the need to be exactly; so once they get that it will be a two year process. There have been

discussions to break this into smaller sections and the Springbrook section may be as a separate contract if they can acquire the right-of-way in time.

Chair Neal Klein asked how long it could be for the construction for Springbrook and 99W. Mr. Potter said it is a two season job with a full summer for subsurface work and the following winter and following season after that; he is not certain for the overall project. Chair Klein asked if there would be concessions made for rush hour during construction times. Mr. Potter said there has not been an in depth discussion yet, but they will start in early spring with those discussions to keep traffic moving and they are hoping to channel this and leave lanes open as much as possible. Chair Klein spoke of concerns by people if 99W is backing up and trying to divert traffic to Hwy 219 which already has issues there at Everest Road with the fatal accident last year. Mr. Potter said they just completed the contract for the new crosswalk there. Chair Klein spoke of this pushing everyone into this area that already has problems and overloading it with more traffic; he asked if there could be a temporary signal at 2nd Street and Hwy 219. Mr. Potter replied all those things will be looked at and they are considering limiting the contractor to not work at peak hours, adding this also disrupts the people living there as well and there are many competing interests, which make it difficult.

Commissioner Brandt asked when the crosswalk is to be completed at Everest and Hwy 219. Mr. Potter said they thought it would be earlier in the summer but it did not work and they finally just ran the contract. Mr. Chiu said according to his schedule it is to be finished at the end of January 2012.

Mayor Andrews asked about a traffic analysis by ODOT being done upon completion of phase one anticipating a reduction of vehicle volume. Mr. Potter replied about 25% and trucks may divert more than that is what numbers show as of now.

Mr. Potter concluded discussions on this topic stating there is not much more to report and if they have questions to call their office. He added there will be more outreach as they are closer to reality on how to deal with local construction and what they see the future looking like as far as the project.

2.) Pavement preservation on Highway 240

Mr. Don Jordan, Region 2 District 3 Manager, stated this is a roadway with fewer than 5,000 vehicles per day and there is separate funding than for all of the roads over 5,000. He spoke of budgets for chip/seal costs and for patching, but said that is not all we do; there is also paving, but it is limited from the transportation improvement program, which has additional funding available every two years with only some for paving. It costs about \$60,000.00 for a half a mile of paving or patching for the worst spots and filling the holes where they can; if they can save throughout the year they try to add to it and pave a full mile. Patching and maintenance paving two inch overlay works good if the pavement is in a condition they can live with and this solution is better on lower volume roads. They have been working with getting Hwy 240 into better shape and will continue with the \$60,000.00 dedicated to it and extra funding depends on what they can save.

Commissioner James Oravetz spoke a severe accident with his wife in January because of the road conditions and he said it is good to see it improved. Mr. Jordan added it is easier to figure out on higher volume roads and discussed costs to address pavement funding for new pavement every forty-seven years, skyrocketing costs for asphalt and that asphalt does not last even fourteen. He discussed the funding shortfalls and the need to start prioritizing, which means lower volume road funding is less.

Mayor Andrews asked if they could email him the last traffic count on Hwy 240 that determined it was low volume.

3.) Speed and congestion on State highways through Newberg

Mr. Chiu took up this discussion regarding residents and business owners concerns with speeds through the City on State highways and reducing speeds lowering the risk of death vs. the need to get out of traffic when traveling from point A to point B without slowing down. He wished to hear about speed and congestion and if there is anything being done in general.

Chair Klein added part of this has to do with Zimri Road where The Allison is located and has entrances and exits on a downhill slope where drivers are traveling above the posted speed limit and cannot see traffic coming down hill in time. The City would like to see the speed reduced even though it is outside of the city limits. Mr. Potter said his PowerPoint presentation may address this and discussed a traffic study from Everest east towards Portland Road to Brutscher where the speed limit goes from 35 miles per hour to 45 miles per hour.

Mr. Chiu also discussed requests from business owners on 99W to reduce speeds to 35 mph all the way through instead of increasing to 40 mph. Mr. Potter said their findings for this area should be coming up in early December as they are close to wrapping up.

Chair Klein also spoke of another hot spot on Hwy 240 just inside of the curve and the crosswalk request with setting up pedestrians for failure with not a low enough speed. Mr. Potter said there may be ways to make it feel more like an urban setting to start drivers slowing down. Chair Klein spoke of the City being in the position to raise funds for the \$20,000.00 it would cost to put in a crosswalk the business owner has offered to put up \$4,000.00; he was wondering if there could be some sort of team effort to take care of this and other issues. Mr. Chiu spoke of an island as a shelter for pedestrians as an idea.

Mr. Jordan asked if there was parking in that area. Chair Klein replied there is some street parking and some on his property, but not a lot and he wants this for pedestrians crossing from other side where another business across the highway has offered overflow parking. Mayor Andrews added there is parking on the west side of Main Street on the shoulder, but it is just on the undeveloped part of Hwy 240 and it is not signed as “no parking” and is all graveled. Mr. Chiu added a few park in the grassy area just off the pavement between the sidewalk and road as well.

Mayor Andrews also spoke about the area coming out of town on 1st Street where it combines with Hancock Street or Portland Road changing to 25 mph downtown, but increasing to 35 mph to continue on 99W. He felt the 25 mph should continue until somewhere past Everest Street and clear up to Wynooski Road with the right in, right out situation there. He wished to see the increase to 35 mph delayed. Mr. Chiu added the dangers to bicyclists continuing on 99W from this area to stop and see traffic from downtown at the split with several close calls occurring.

Mr. Jordan stated he could have their traffic engineers look into this.

4.) The speed zone process

Mr. Potter began his PowerPoint presentation mentioned above on how traffic speeds are set (see the official meeting packet for the full report.)

Mayor Andrews asked if the standard is 15 mph for alleys and 20 mph in business districts then why is the speed limit 25 mph in our downtown area, Mr. Potter mentioned the need to meet criteria for the lower speed and he is not positive what is. Mayor Andrews argued that 20 mph is not lower than typical if that is what is says it is in business districts. Mr. Potter said he did not know the answer and would find out.

Commissioner Brandt asked why Oregon State highways are 65 mph while others around them are at 75 mph. Mr. Potter said he is not sure what the reasoning is and there have been several attempts to increase this which have not gone forward; he noted it was another question to find the answer to.

Mr. Potter continued with his presentation on speed zoning and low volume.

STAFF DISCUSSION

Chair Klein mentioned two items on the agenda that were tabled in the motions last time and they will need to reconsider them because of the time uncertain. He closed the work session to allow a five minute break before convening the regular session of the Traffic Safety Commission, noting they will continue the discussion on the final work session topic below during the staff reports section of the agenda.

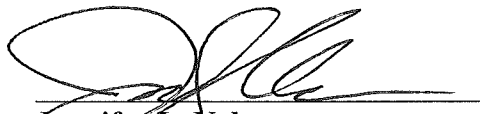
5.) Determine the level of involvement in the Transportation System Plan (TSP) update

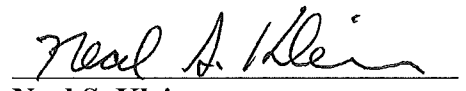
This agenda item was held for discussion during the staff reports of the regular Traffic Safety meeting agenda.

ADJOURN TO NEXT MEETING

The meeting adjourned at 6:57 PM.

Approved by the Newberg Traffic Safety Commission this 14th day of January, 2012.


Jennifer L. Nelson
Minutes Recorder


Neal S. Klein
Traffic Safety Commission Chair